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RUMANIAN MTS PREPARE FOR SPRING

MINISTRY OF AGRICULTURE REPORTS ON MTS -- Bucharest, Viata Sindicala, 31 Jan 53

The following agricultural installations fulfilled their machine repair quotas ahead of time: MTS at Alba Iulia, Hunedoara Regiune; Roman, Iasi Regiune; Jerulesti, Bucuresti Regiune; state farms at Draganesti, Bucuresti Regiune; Targusor, Constanta Regiune; Voiteni, Timisoara Regiune; and collectives at Palazu-Mare, Constanta Regiune; Bors, Oradea Regiune; Lenauhain, Arad Regiune.

In Hunedoara, Ploesti, Bucuresti, and Timisoara regiunes, the people's councils took measures in December 1952 to organize work, and repairs are progressing satisfactorily on plows, sowers, and tractors.

There are, however, some MTS where work is done at a slow pace and is of poor quality. The following MTS directors have disregarded repair plans that had been drawn up for them, and show a lack of interest in the work: director Gheorghe Gheorghiu and Mihai Dubos, chief mechanic of the Zorleni MTS, Barlad Regiune; Gheorghe Burlacu of the Crivesti MTS, Barlad Regiune; Alexandru Nicolau of the Topraizar MTS, Constanta Regiune; Viorel Nes of the Mihai Viteazu MTS, Constanta Regiune; and Oprea Radu Udrea of the Plopsor MTS, Craiova Regiune.

It was found, furthermore, that some MTS, such as the one at Rosiori, Bucuresti Regiune, do not pay attention to quality in their work and thus turn out defective implements. Internal control and supervision is bad at many stations. Repair work on machines and implements is behind schedule and disorganized in Galati, Bacau, and Baia-Mare regiunes. Some regiunes, such as Barlad, Bacau, and other have not organized work at all and plans remain only on paper. Many farmers will consequently be unable to start spring work on time.

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CONGRESS OF AGRICULTURAL WORKERS UNIONS -- Bucharest, Viata Sindicala, 3 Jan 53

At the Congress of Agricultural Workers Unions held in Bucharest on 2 January 1953, it was reported that in 1952 more than 10,000 tractors were engaged in agricultural work. The establishment of many new MTS and the quality of work done by them was instrumental in the creation of new collectives and TOZ, and the development and strengthening of those already in existence. MTS contributed largely to the technical improvement of Rumanian agriculture.

ACTIVITY AT LUGOJ MTS -- Bucharest, Viata Sindicala, 7 Jan 53

Intensive work is being carried on at the Lugoj MTS repair shop to complete repairs on agricultural implements for the spring campaign. In 12 days, 4 tractors, 5 sowers, 6 plows, 4 cultivators, 2 binders and 10 harrows were repaired. The Bugachev method was applied. Tractor operators Gheorghe Daba, Mihai Ghory, and Aurel Horholanu did exceptional work.

PLEDGES FOR COMPLETION OF QUOTAS -- Bucharest, Viata Sindicala, 10 Jan 53

The Budesti MTS collective, Bucuresti Regiune, pledged to finish repair work on all machines and agricultural implements needed for spring sowings, by 30 January 1953, that is, 20 days ahead of schedule. Its quota consisted of 23 agricultural tractors, 2 road tractors, 36 plows, 13 sowers, and others.

REPAIR WORK AT THE ROMAN MTS -- Bucharest, Viata Sindicala, 20 Jan 53

Workers and technicians at the Roman MTS pledged themselves to fulfill the tractor repair plan by 12 February 1953, that is, 8 days ahead of time. In addition to repair work, each mechanic or brigade leader must train a tractor operator. For example, Nicolae Cazangiu, shop mechanic, is training tractor operators Mihai Grigoras and Sava Plesca. The application of Bugachev repair methods has shown results. One team, headed by mechanic Gheorghe Barjoveanu, finished repairs of three motors above quota by 15 January 1953, and the team of mechanic Gheorghe Apostol finished repairs of five motors above quota. Tractor operators Stakhanovites Gheorghe Popa and Gheorghe Butnaru, who pledged to finish their allotted work for the repair campaign by 24 January 1953, are leading the competition.

IANCA MTS NEGLECTED REPAIR WORK -- Bucharest, Viata Sindicala, 20 Jan 53

The repair situation at the Ianca MTS, Galati Regiune, is disturbing. There is no evidence that advanced labor methods are used. Plans were drawn up for systematic work and for the application of the Bugachev method, but they are not being implemented. The work was not distributed in time and there is no supervision. Motors and blocks have not been dismantled in time to send defective parts to the repair center at Galati. Repair work is advancing slowly and will come to a complete standstill because spare parts were not ordered in time. Urgent measures should be taken.

TIMISOARA REGIUNE OFFICE NEGLIGENT -- Bucharest, Viata Sindicala, 20 Jan 53

The Biled MTS, Timisoara Regiune, finished its assigned work for the year on 20 December 1952. Repair work for the spring campaign has been carried on since then. Ten workers' teams were organized for this purpose, and the station is working according to Bugachev methods.

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Requests for spare parts for the fourth quarter of 1952 had been sent to Supply Depot No. 3 at Timisoara as early as August 1952. At the same time requests were sent to the Timisoara Regiune Office for spare parts for each machine. The plan to fulfill repair quotas ahead of time cannot be realized because the parts have not been supplied. Measures should be taken to correct this situation.

AGRICULTURAL MACHINERY REPAIRED AHEAD OF TIME -- Bucharest, Viata Sindicala, 24 Jan 53

The Segarcea MTS completed repairs of 13 tractors, 42 plows, 2 sowers, 56 harrows, and 6 cultivators by 15 January 1953. Production leaders Eugen Sandu, Ioan Dagalita, and Stefan Balan exceeded their daily norms by 10 to 15 percent.

BAILESTI MTS WORKS SUCCESSFULLY -- Bucharest, Viata Sindicala, 31 Jan 53

The Bailesti MTS, Craiova Regiune, encountered a series of difficulties in fall sowing, due to droughts. The ground was hard and dry and could be tilled only with simple plows. These plows broke constantly and could not perform the work properly. However, tractor operators did not give up, but continued their work.

More adverse conditions were encountered in the repair of machines and implements. The repair shop was poorly equipped. Stoves did not give sufficient heat, the earthen floor was damp and muddy, electric lighting was poor. Urgent improvements had to be made.

With the aid of the town committee and volunteer workers, the repair shop was rebuilt, cement floors were poured, fuel oil stoves were set up, and a concrete base was built for the polishing wheel, the drill, and the lathe. An electric motor was obtained for supply of power, so the repair shop could start its work. Nistor Saulescu, Ion Ciociana, Stefan Mustatea, Ion Berbecaru, and Jean Vultur did outstanding work in this construction effort. This collective repairs of good quality on 30 tractors, 6 sowers, 47 harrows, 40 plows, and 6 threshers by 30 January 1953.

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